

## Chapter 5

A horizontal banner image showing a blurred street scene with cars in motion, overlaid with the title text in a large, serif font.

# RECOMMENDED REDEVELOPMENT PLAN

- Corridor Wide Recommendations
- Priority Area Recommendations





# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

The Exploration of Alternatives conducted in the Visioning phase permitted a series of ideas to emerge that, together, can form a cohesive plan for the Walnut Street Corridor. This Plan has recommendations of two main types — those for the corridor as a whole and those for seven priority areas identified along the corridor. Both the corridor-wide and priority area recommendations advance the goals and objectives described in Chapter 3 and, collectively, provide a vision for the corridor, to be implemented by the municipalities of the corridor and their planning partners, both public and private.

### CORRIDOR WIDE RECOMMENDATIONS

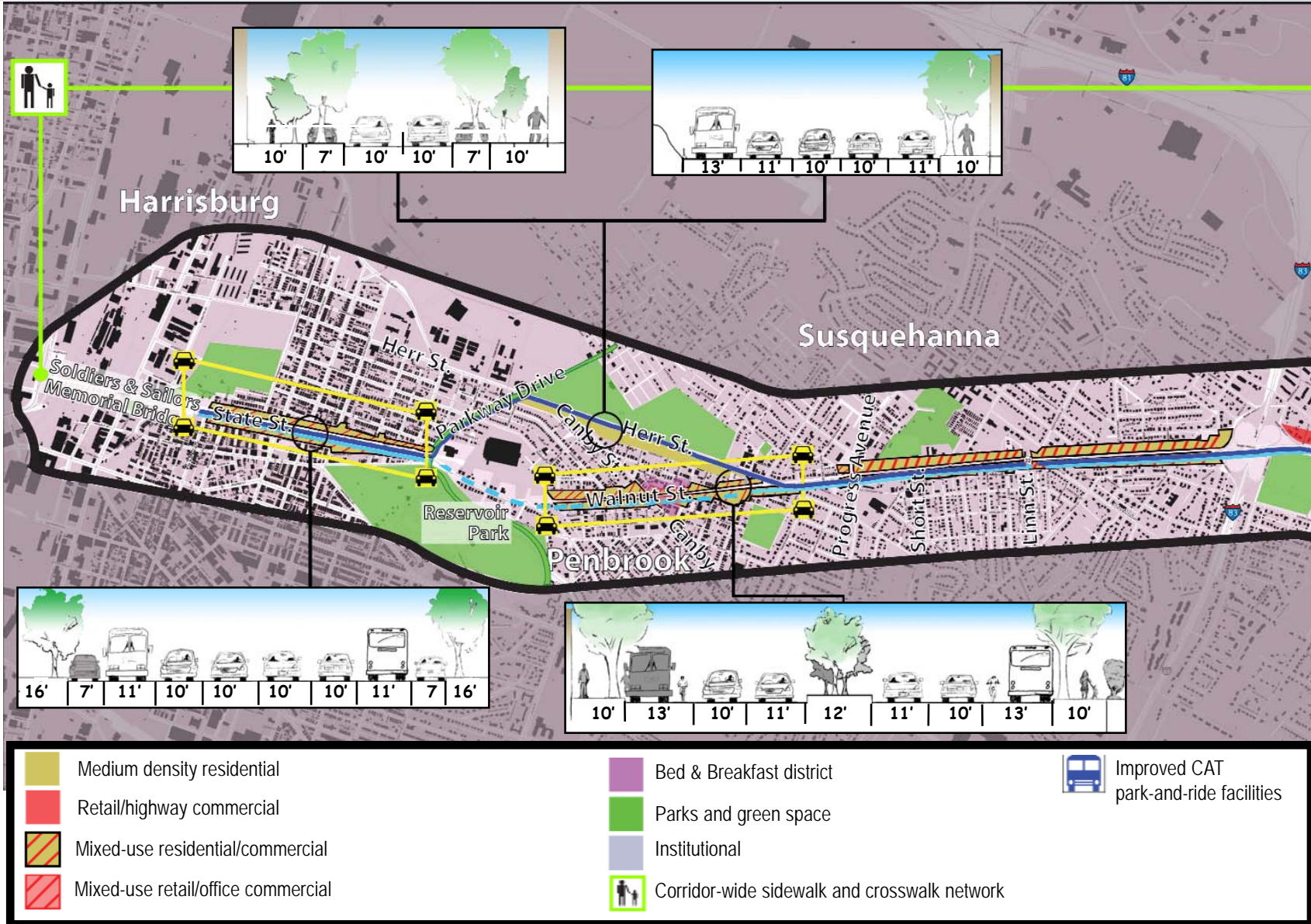
Corridor-wide recommendations (Figure 5.1) outline streetscape, land use, market, and transportation improvements that are appropriate throughout the Walnut Street Corridor. Implementation of these recommendations in a coordinated manner will advance the redevelopment and revitalization of the corridor. A consistent set of common physical elements will provide visual unity for the entire eight-and-a-half-mile-long corridor.





# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

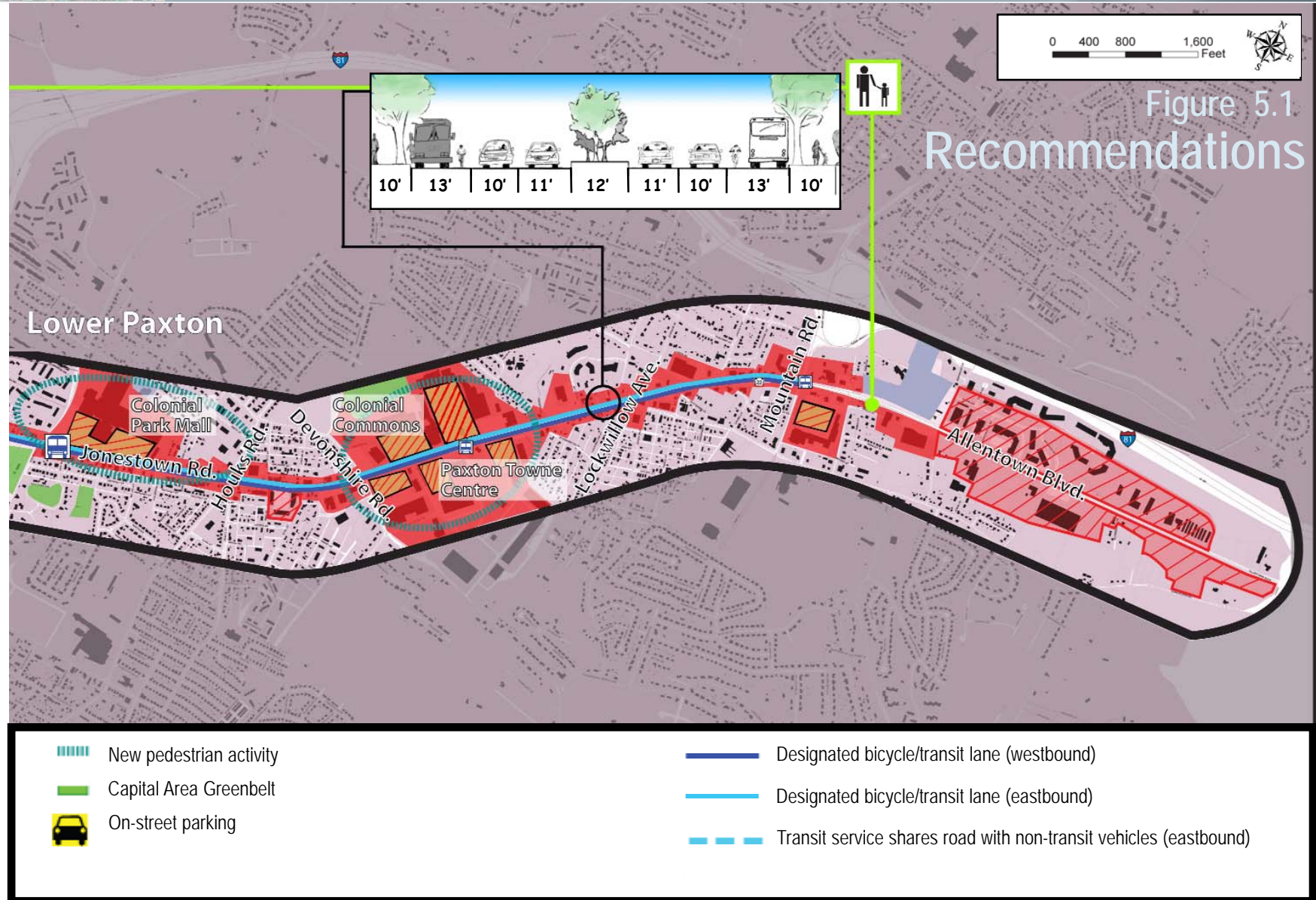






# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY



### Corridor Wide Streetscape

**S**treetscape elements that contribute positively to the overall appearance of the corridor, support pedestrian activity, and do not impede vehicular movement, are recommended. Included are the following elements:

- Building Placement and Façades
- Building Orientation & Access
- Sidewalks
- Lighting
- Street Trees
- Utility Coordination
- Wayfinding
- Gateways

#### Building Placement and Façades

**I**n a traditional “Main Street” environment, buildings fronting the roadway define the public space and can contribute significantly to the experience of being in that space. Recommendations for the Walnut Street Corridor include both improving existing buildings and defining future buildings along the corridor, especially in its western half. With regard to the former, routine maintenance and focused refurbishing of existing building façades along the corridor are strongly encouraged.

Compatibility of setbacks, proportion, scale, form, materials, pattern of façade features, and roof configuration in new construction along the corridor is of high importance for State Street and Walnut Street in Susquehanna Township and Penbrook Borough. Front façades of new commercial buildings here should utilize awnings, columns, offset rooflines, cornices, and

transoms to articulate architectural styles and provide an articulated first story and entryway in a manner similar to existing structures.

Façade treatments and design should encompass lighting, accessories such as commercial signs, as well as the building itself. Maintenance of the roof, windows, siding, entrance, and landscaping is fundamental.

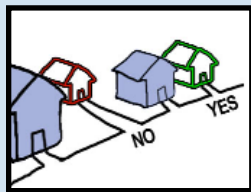


### Corridor Wide Streetscape

#### Building Orientation & Access

Pedestrian activity along the western half of the corridor is essential for successful commerce and as a setting for both residents and visitors. Buildings should be oriented to sidewalks parallel to the street, with patrons entering commercial premises from the front sidewalks.

Buildings should be sited up to sidewalks. While small "pocket" parks may be considered, these should be thought of as extensions of the sidewalk pedestrian space by being accessible to the public and providing café-style seating, landscaping and/or seating areas. Primary building access should be from the corridor while off-street parking and service requirements are met behind buildings, off the corridor frontage.

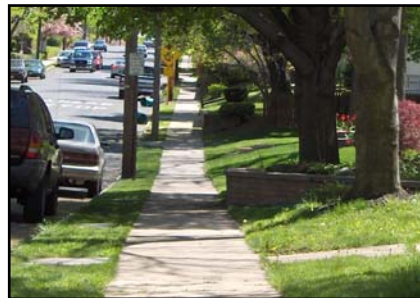


**Access**

#### Sidewalks

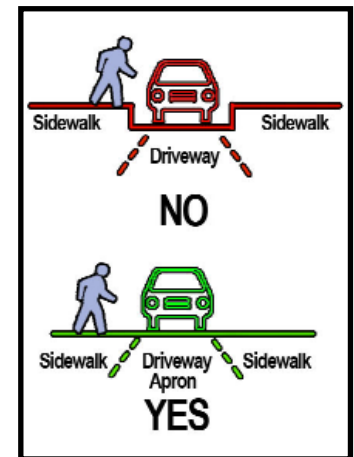
Improved conditions for pedestrian movement along Walnut Street/Route 22 are a high priority for the corridor. Sidewalks should be a minimum of five feet in width throughout the corridor and, where feasible, detached from the roadway by means of a landscaped or textured verge lined with trees.

Continuous along both sides of streets, sidewalks should be well-maintained, provide direct access into buildings fronting the corridor, make connections to intersecting roadway sidewalks, and safely



**Sidewalks should be detached from the street where feasible.**

direct pedestrians to crosswalk areas. Vehicular access to off-street parking lots should be by means of driveway aprons that slope up and cross sidewalks.



Vehicular access to off-street lots should be by means of driveway aprons that slope up and cross sidewalks.



# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Corridor Wide Streetscape

#### Street Trees

Street tree plantings are encouraged along the entire length of the Walnut Street corridor. A consistent tree canopy provides for color and textural interest, areas of shade, and a setting that supports pedestrian activity.

Trees should be deciduous and drought and urban setting tolerant. Typical tree spacing should be forty feet on center and located on both sides of the street in the grassy verge.

Opportunities to provide more trees and plantings along the corridor may arise with the future installation of landscaped center median/turning lanes on the corridor east of Progress Avenue and into Lower Paxton Township.



Landscaped center median/turning lane

#### Lighting

A pedestrian-oriented ambience for the corridor can be strongly encouraged through the installation of pedestrian-scaled street lighting poles and fixtures. A consistent type or style of lighting through the corridor will provide a theme that visually ties all parts of the corridor together.



Not recommended



Lighting more appropriate for pedestrian-oriented areas

#### Utilities

In much of the corridor, overhead utility lines are visually intrusive. Removal of above-ground utilities would help to provide an open, uncluttered streetscape, ultimately resulting in a safer environment for pedestrians and motorists and a more attractive, appealing view. Municipalities should consider “undergrounding” utilities as part of prospective streetscape improvement projects and as additional development occurs along the corridor.



Walnut Street, Susquehanna



### Corridor Wide Streetscape

#### Wayfinding

Signage along the corridor should clearly direct vehicular and pedestrian traffic. Street signs should be located at every intersecting street and match the predominant existing style of signs along the corridor in scale, color, and font. Street signs should be visible at night and should be free of obstruction from landscape materials or commercial signs.

Municipalities are strongly encouraged to reduce the number of commercial signs (including billboards) along the corridor by preparing revised sign ordinances, perhaps in conjunction with corridor overlay zoning regulations.



#### Gateways

Visual gateways for the communities along the corridor have the potential to add interest and inform motorists traveling through the area. A limited number of locations should be considered as special gateway areas, perhaps to include the following sites: I-83 interchange, Progress Avenue and Walnut Street intersection, Reservoir Park entrance, and the Soldiers and Sailors Memorial Bridge on State Street.

Gateway designs can convey a message to corridor users about where they are, and if they are passing a significant feature or crossing a jurisdictional line. Key features to include in gateway designs may involve wayfinding and “branding” text, interpretive signs referencing the history or environment of the community, specialty lighting, art displays, water features, seating areas, and landscape walls and/or fencing.



Gateway in Reston, Virginia



Gateway in Rockville, Maryland

### Corridor Wide Land Use and Market

The land use recommendations for the corridor (Figure 5.2) reflect an analysis of its real estate market opportunities for office, retail, and residential uses over the next ten to fifteen years (see Chapter 2).

Land use recommendations are presented with respect to the following categories:

- Office
- Retail
- Residential and Mixed-Use
- Marketing and Branding

#### Office

The Harrisburg metropolitan area economy is stable, due in large part to the impact of the state government presence. As a result, the office sector experiences only modest growth year over year. Over the planning time horizon, the Walnut Street Corridor study area should be able to capture between 250,000 and 350,000 square feet of incremental for-lease office demand. Sites in close proximity to interstate highway interchanges or with strong links to the downtown office core would be most appropriate for new office development. The areas of the corridor with these characteristics include the blocks around Herr and Cameron Streets as well as sites along Route 22 in Lower Paxton.

The market analysis also indicates potential demand for office condominiums in the corridor. Office condominium units typically range from 500 to 2,000 square feet and serve small service industry businesses and professional tenants,



I-83 / Route 22 Interchange

growing segments of the East Shore employment market. A small-scale development may be appropriate in Penbrook or in the area immediately west of the Route 22/I-83 interchange. Adequate parking, good visibility from Route 22, and complementary surrounding land uses are keys to success for office condominium projects.



# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Corridor Wide Land Use & Market

#### Retail

Route 22 has historically been a commercial corridor, although smaller retail establishments in the western portion of the study area have waned while a major concentration of retail space from Colonial Park Mall to Paxton Towne Centre has evolved. This agglomeration of retail activity has created a gravity effect that will continue to attract national chain retailers. Sites within close proximity to I-81 or I-83 interchanges with sufficient acreage to accommodate large building footprints will be appropriate for new retail development.

As a result of competition from the eastern portion of the corridor, Downtown Harrisburg and shopping centers at interchanges of I-83, commercial redevelopment in Penbrook and Allison Hill will need to be carefully focused. Demand for retail, service, and restaurant establishments in these “main street” environments will be driven primarily by the needs of the population within a one-to-two-mile radius and the 22,000 to 36,000

vehicles that pass through these communities daily on Walnut/State Streets.

Visitors to the Civil War Museum and Reservoir Park represent another source of retail demand. A detailed consumer expenditure potential analysis indicates that demand exists for a pharmacy/drug store, for specialty food stores, and for new restaurants in the western portion of the Walnut Street corridor. Visible, accessible parking as well as a safe, attractive pedestrian environment will be critical to the success of retail and restaurant establishments.



Lower Paxton Township

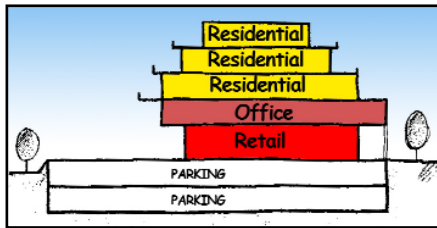
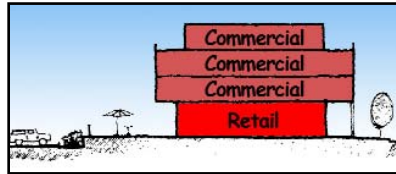
#### Residential & Mixed Use

The demographic trends that will influence the corridor over the next two decades will support development of low-maintenance housing with convenient proximity to shopping, employment, and entertainment. Encouraging residential development and strengthening existing residential neighborhoods in the corridor will expand the market for nearby retail and service businesses and is a critical strategy for revitalization of the western portion of the corridor.

Mixed-use environments will become increasingly popular, particularly as traffic congestion — already an issue in the Harrisburg metropolitan area — worsens. Integrating new development and redevelopment opportunities along the Walnut Street Corridor into mixed-use projects can maximize both the individual development's performance and its impact on the corridor overall. It is estimated that demand will be generated



### Corridor Wide Land Use & Market



**Typical mixed-use configurations**



**Residential/Retail  
Mixed-Use**

for between 200 and 250 additional housing units annually in the corridor communities. If tenure patterns remain constant, between 30 and 40 percent of new units could be expected to be rental units while the remainder would be targeted to homeownership. Many of these new residential units could be developed as part of mixed-use projects.

#### Marketing and Branding

An important aspect of corridor revitalization will be marketing strategies designed to raise awareness of the corridor as a place to work, shop, and live. The fact that the road name changes throughout the study area (State Street/Walnut Street/Jonestown Road/Allentown Boulevard) is a potential impediment to creating a consistent identity for the corridor. Most individuals identify the road as Route 22, so it would be logical to use that name in the branding effort.

A consistent logo used on banners and other signage throughout the eight-mile-long corridor should be the first phase of a marketing strategy. Use of a different color to signify each community (Harrisburg, Penbrook, Susquehanna, and Lower Paxton), as well as identifying the municipality by name on banners, signage, and bus shelters, would improve wayfinding and increase community awareness. This color scheme could carry over to brochures and printed maps as well.

Other facets of the marketing strategy should include:

- Branding a bus route as the "Route 22 Shopper" or the "Route 22 Commuter."
- Leveraging activities in Reservoir Park to attract new patrons to corridor businesses. The City of Harrisburg publishes a monthly calendar of Parks and Recreation events that includes advertising space at reasonable rates. The calendar is distributed to all Harrisburg residents. This medium presents an excellent opportunity for businesses, particularly in Penbrook and Allison Hill, to advertise to individuals planning to attend events at the nearby park.
- Slogans can be used to brand specific marketing campaigns. For example, a "Route 22 and You" campaign could be used for general image development purposes. New pedestrian and bike mobility enhancements could be rolled out with a "Route 22: Not Just for Traffic Anymore" campaign. This type

### Corridor Wide Land Use & Market

of campaign will require a responsible coordinating entity or coalition of entities, such as business associations or Main Street organizations.

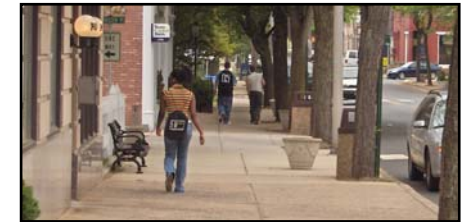
- A corridor shopping guide, including locator maps and store descriptions, would encourage existing corridor shoppers to explore other venues along Route 22. The shopping guide should be available for distribution at businesses throughout the corridor.

#### Real Estate Market Impact of Streetscape and Circulation Improvements

Throughout the corridor, streetscape improvements and greening initiatives will improve the appeal and marketability of commercial properties for prospective tenants and help attract new customers to the Route 22 shopping environment. Corridor-wide improvements to traffic patterns and to bicycle and pedestrian circulation is important to the long-term success of Route 22 as a commercial corridor.

In Penbrook, the diversion of some traffic volume to Herr Street will allow the borough to begin to recreate a "main street" commercial core and enhance quality-of-life for nearby residents. Having on-street parking available on both sides of Walnut Street will be an important factor to attract new tenants to Walnut Street storefronts. Signage should be provided at the fork of Walnut and Herr Streets to direct drivers to stores and restaurants on Walnut Street.

Encouraging transit use through the provision of attractive park-and-ride lots will not only help to mitigate traffic congestion, but also will create retail opportunities for businesses serving commuters returning from work, such as stores offering prepared foods and dry cleaners.



A traditional "main street" streetscape



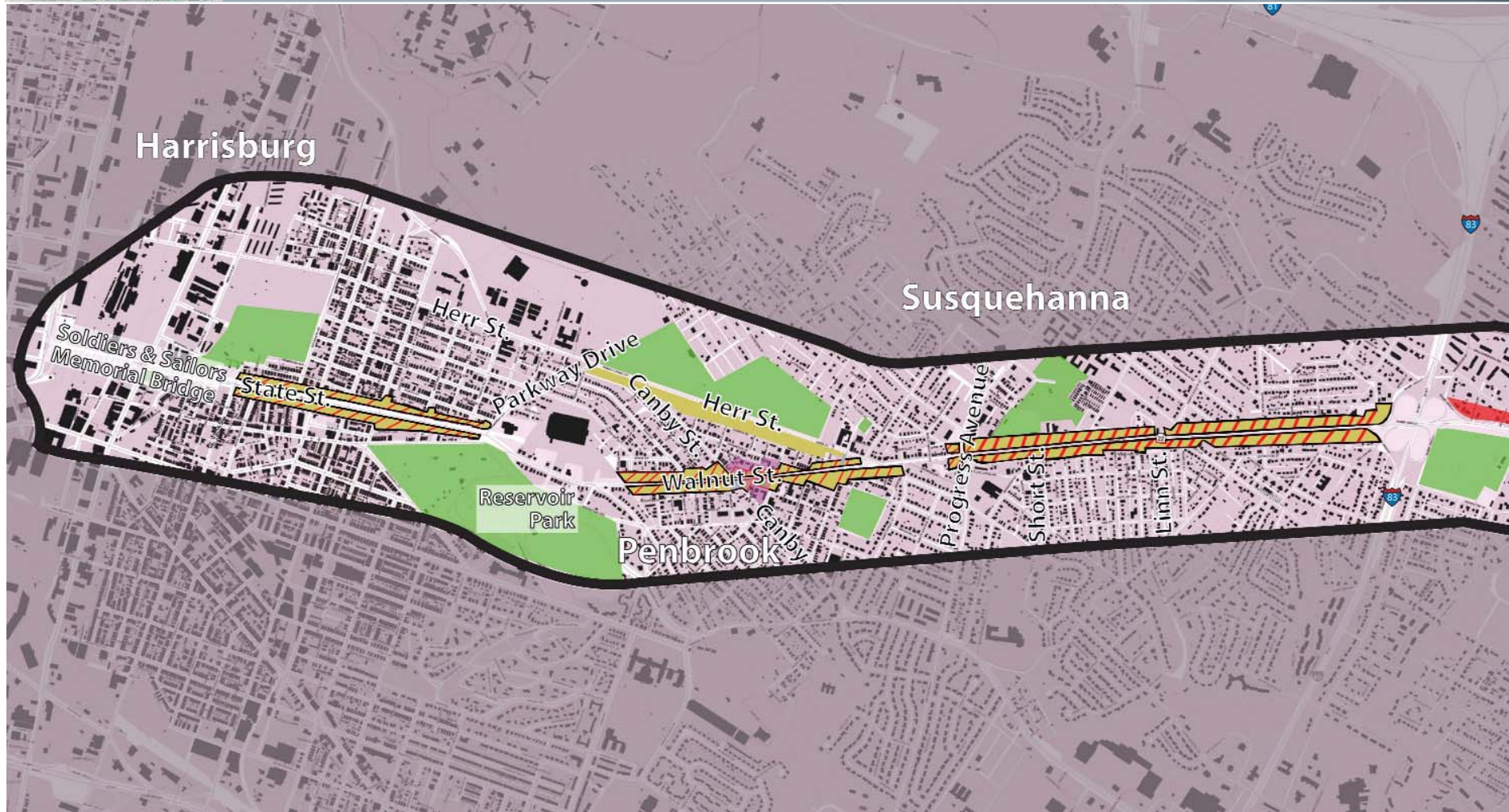
A boulevard streetscape with landscape center median/turning lane is most appropriate for the eastern two-thirds of the corridor.





# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY



Medium density residential



Retail/highway commercial



Mixed-use residential/commercial



Mixed-use retail/office commercial





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## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY





# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Corridor Wide Transportation

A series of corridor-wide recommendations are proposed in support of the functional systems of mobility. These recommendations are intended to provide improved conditions for pedestrians, cyclists, transit users, and motorists as they travel into, along, and across the corridor. Recommendations address the following issues:

- Vehicular Mobility
- Transit Service
- Pedestrian Circulation
- Parking

#### Vehicular Mobility

While the attraction of a widened Walnut Street Corridor from end to end is obvious from a traffic mobility perspective, the reality is that physical circumstances make such a prospect difficult. Other factors include the need to consider neighborhood quality-of-life issues and business district viability.

As a result, vehicular mobility must be considered in the context of also enhancing corridor economic vitality and preserving character, especially across the western third of the corridor.

Improvements to problematic intersections, and the synchronization of traffic signals across the corridor's span are key short-term measures that are recommended. Reconfiguration of traffic patterns through Penbrook is another step that this Plan recommends, with short-, medium-, and long-term configurations.

Although vehicular mobility and transit service are addressed separately in this section, the study concludes that they

are closely interdependent, especially in the long term. A series of multi-modal recommendations are made for implementation over a span of a decade and beyond. Alternative modes of travel may offer commuters mobility choices and reduce congestion; improved transit conditions may contribute significantly to improved resident and commuter mobility in the corridor.

A variety of options to travel the corridor is a key recommendation, to be achieved through a comprehensive network of vehicular travel lanes, designated bicycle/transit lanes, and pedestrian sidewalks and paths. Intercept park-and-ride facilities would enable a smooth transition from automobile to transit vehicle as part of a commute along this corridor.

This future system will require additional roadway right-of-way width across much of the eastern two-thirds of the corridor, where rights-of-way are already significantly more generous than to the west.



# RECOMMENDED REDEVELOPMENT PLAN

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### Corridor Wide Transportation

#### Transit Service

Transit recommendations present a strategic vision for public transportation, but not a detailed operating plan. As the Walnut Street Corridor Redevelopment Plan is advanced, more thorough analysis will be required to describe route alignments and service levels as well as integration with other CAT service improvements. These recommendations are somewhat ambitious, which is consistent with the nature and scale of the land use, urban design, and economic development recommendations. In general, new development or redevelopment should seek to make transit access easier and thereby increase transit use.

#### Bus Stop Locations/Park & Rides

Typically, CAT bus stops are marked with the standard signs indicating the stop and route. Some revisions may be appropriate as development occurs to assure that bus stops are located close to both existing and new activity centers, safely out of the way of pedestrian and vehicular traffic, and conspicuous to all users of the corridor.

Additional park-and-ride facilities should be established, especially at the Herr and Walnut Street split and 36th Street.



#### Bus Stop Features

All bus stops should be clearly marked by signs. Consideration could be given to design/graphic themes that support both transit system awareness as well as the corridor identity. Municipalities should seek out shelters, canopies, signage, and seating areas related to transit as opportunities to provide theme and identity to the community at large. Other aspects of stops include surface materials, lighting, community art displays, and landscaping. Physical features should be consistent with ADA requirements.

- **Shelters/canopies** - In addition to serving as a visual marker of the transit stop, shelters also provide protection from wind, rain, and snow for waiting passengers. In some cases, where pavement width is not sufficient, reliance should be placed on canopies that extend from building lines.



### Corridor Wide Transportation

Shelters/canopies should be placed at more heavily utilized stops.

- **Benches** - At more heavily utilized bus stops, seating should be provided that is visible to traffic, set back from the street and out of the way of the effective sidewalk area.
- **Bus bulbs** - Curb extensions are often used to enhance the waiting area at bus stops and avoid conflicts with access to adjacent businesses. Bulb outs can also provide additional space for amenities such as benches and shelters. Usually, the bulb-out is achieved by extending the pavement into the curb lane used for parking.
- **Information kiosks** - Information kiosks could be provided that describe transit services.
- **Expanded bus service** - Seven-day-a-week service should be instituted.

#### Designated Bicycle & Peak Hour Transit Lanes

Participating municipalities should work together to create a multi-modal corridor along Walnut Street/Route 22. Designated travel lanes for bicyclist and for peak-hour rapid transit are a significant step. For specific locations for these features see Figures 5.3 and 5.4.



Lane designated for rapid transit

#### Pedestrian Circulation

##### Sidewalks & Crosswalks

Continuous along both sides of the corridor, sidewalks should be well maintained, provide direct access into buildings fronting the corridor, make connections to intersecting roadway sidewalks, and safely direct pedestrians to crosswalk areas. Landscaped buffers separating walkways from roadways are recommended where feasible.

Pedestrian crossings at intersections should be located at corners with Americans with Disabilities Act-acceptable ramps set ninety degrees to the cartway. Crosswalks should be a minimum of ten feet wide, delineated with a seventy-five percent contrasting color from the roadway paving, and located at least six feet away from an intersection vehicular stop bar.

### Corridor Wide Transportation

#### Parking

On-street parking is a critically important element for successful commerce and a pedestrian-friendly ambiance in traditional business districts and neighborhoods. For this reason, on-street parking is strongly encouraged for State Street and for Walnut Street in Penbrook Borough.

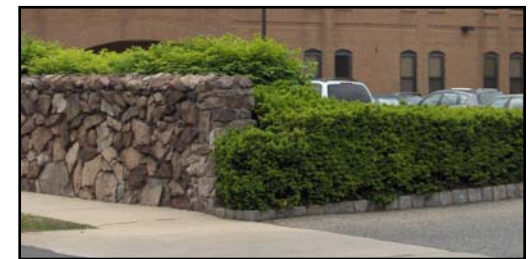
For State Street and for Walnut Street in Susquehanna Township and Penbrook Borough, off-street parking should not be provided in front of buildings along the corridor. In the short term, where existing properties along the corridor have parking in front of buildings, such parking should not be permitted to block pedestrian passage along the front of properties. Over the longer term, such front-of-building parking should be eliminated and the parking accommodated in an alternate location (behind the building, in most cases).

As new development occurs along the corridor, increasing the density of land

uses, opportunities for structured and shared parking facilities should be pursued. Development incentives, joint use with CAT park-and-ride sites, and modified local parking requirements can help make parking structures financially feasible.



Boulevard designs include sidewalks with landscaped buffers between the curb and the walkways. This provides a sense of safety for pedestrians, especially when walkways are flush with retention walls.



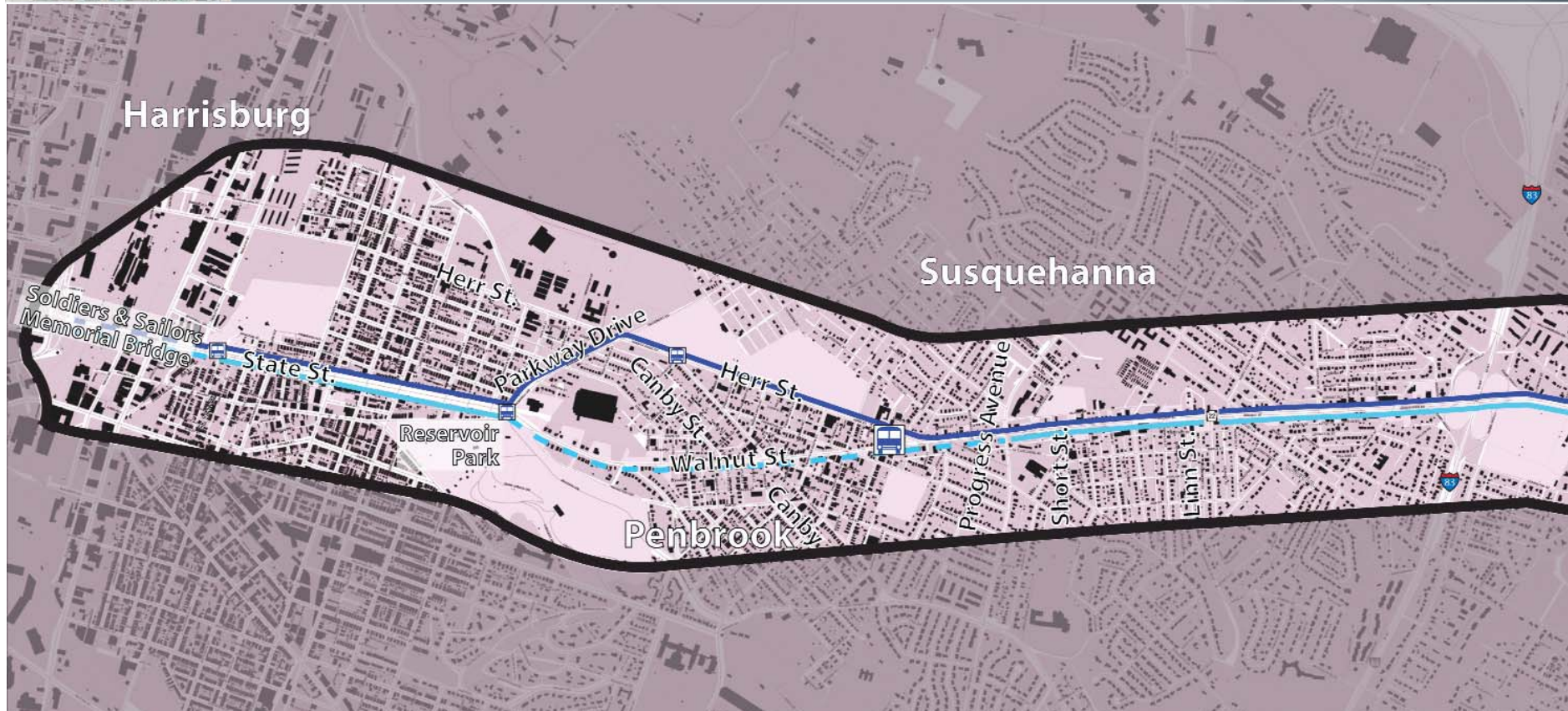
Off-street parking, screened from view along street, with landscaping.





# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY



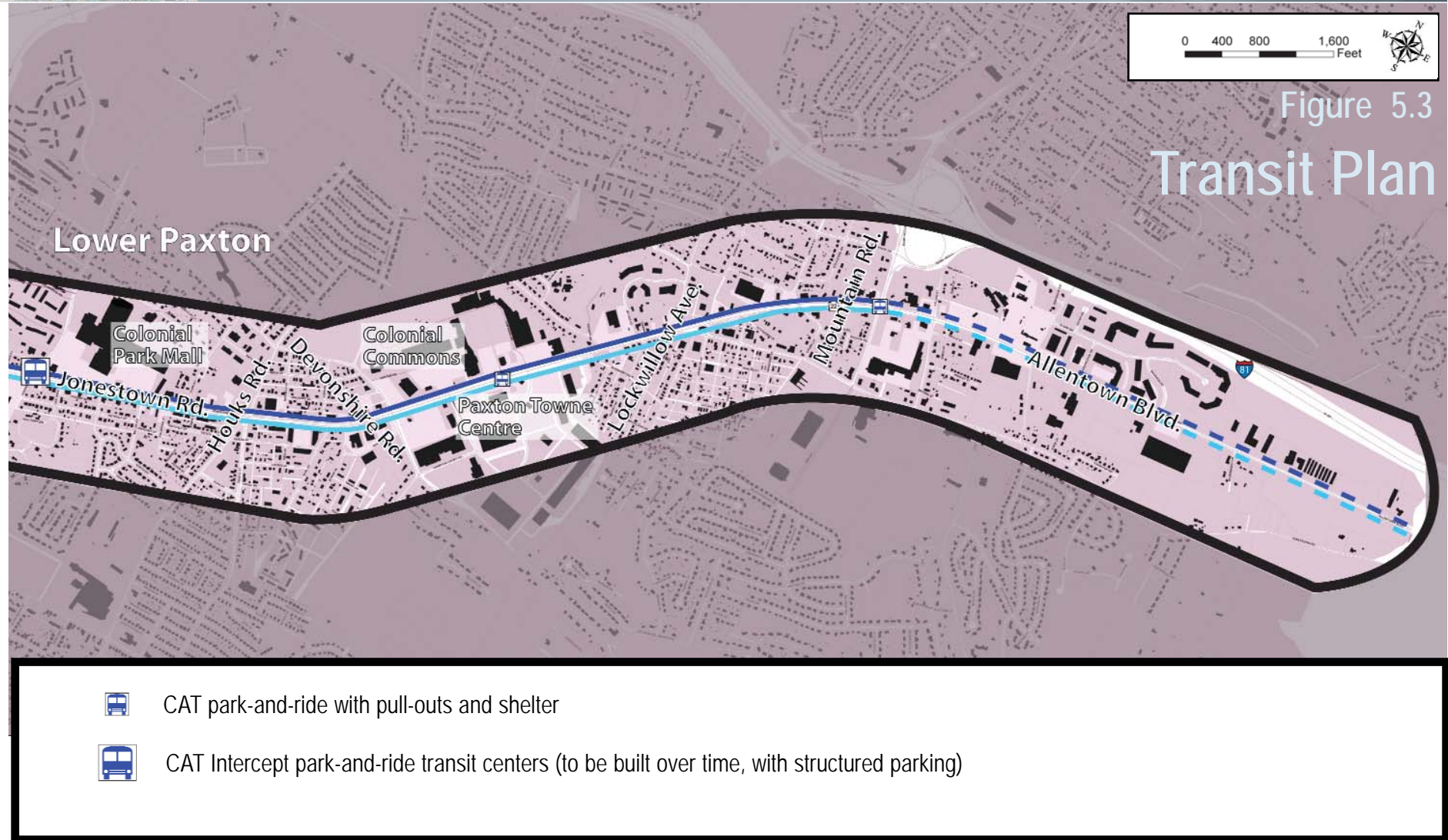
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|  Peak-Hour Designated Transit Lane (Westbound) |  Transit service shares the road with non-transit vehicles (westbound) |
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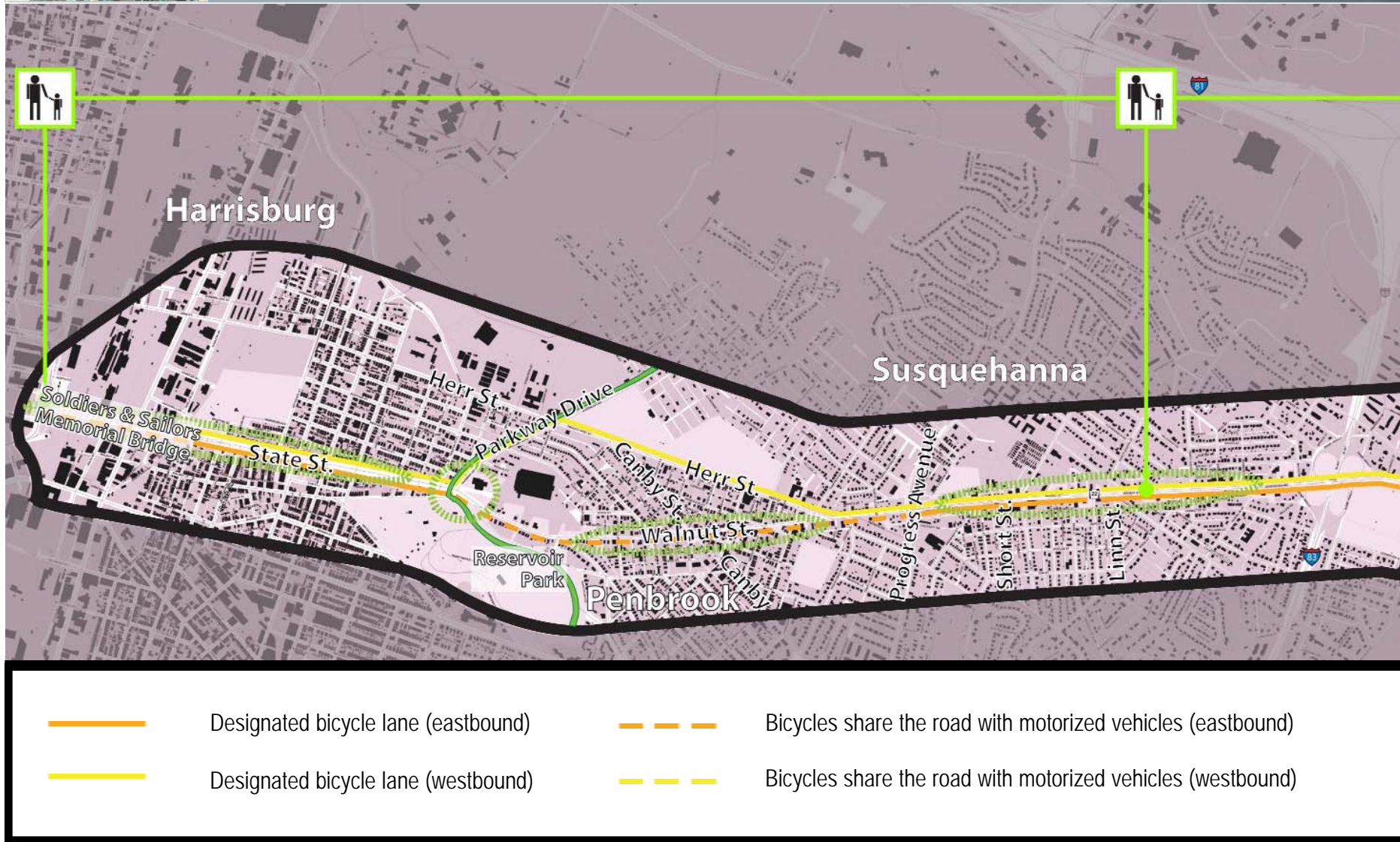
## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY





# RECOMMENDED REDEVELOPMENT PLAN

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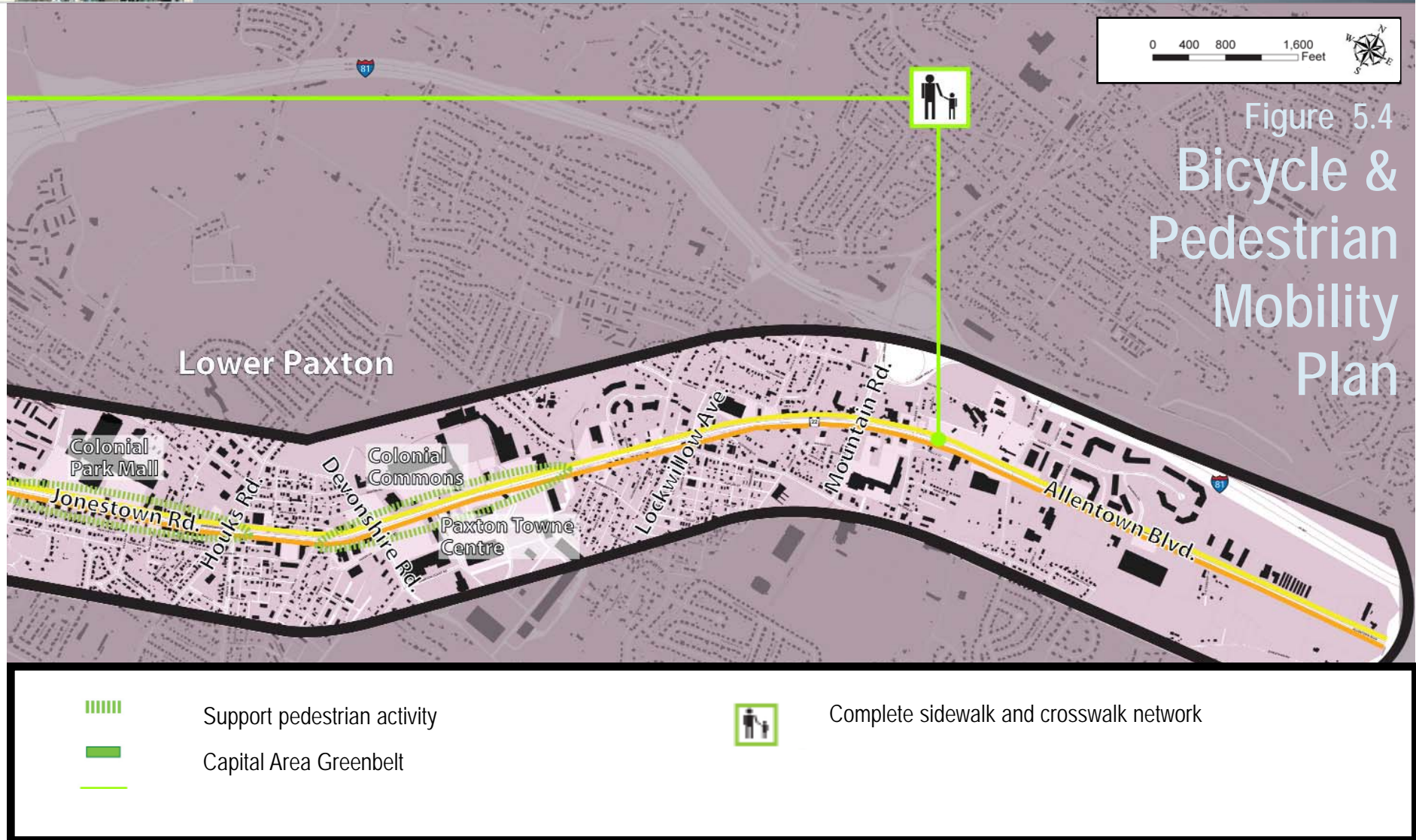






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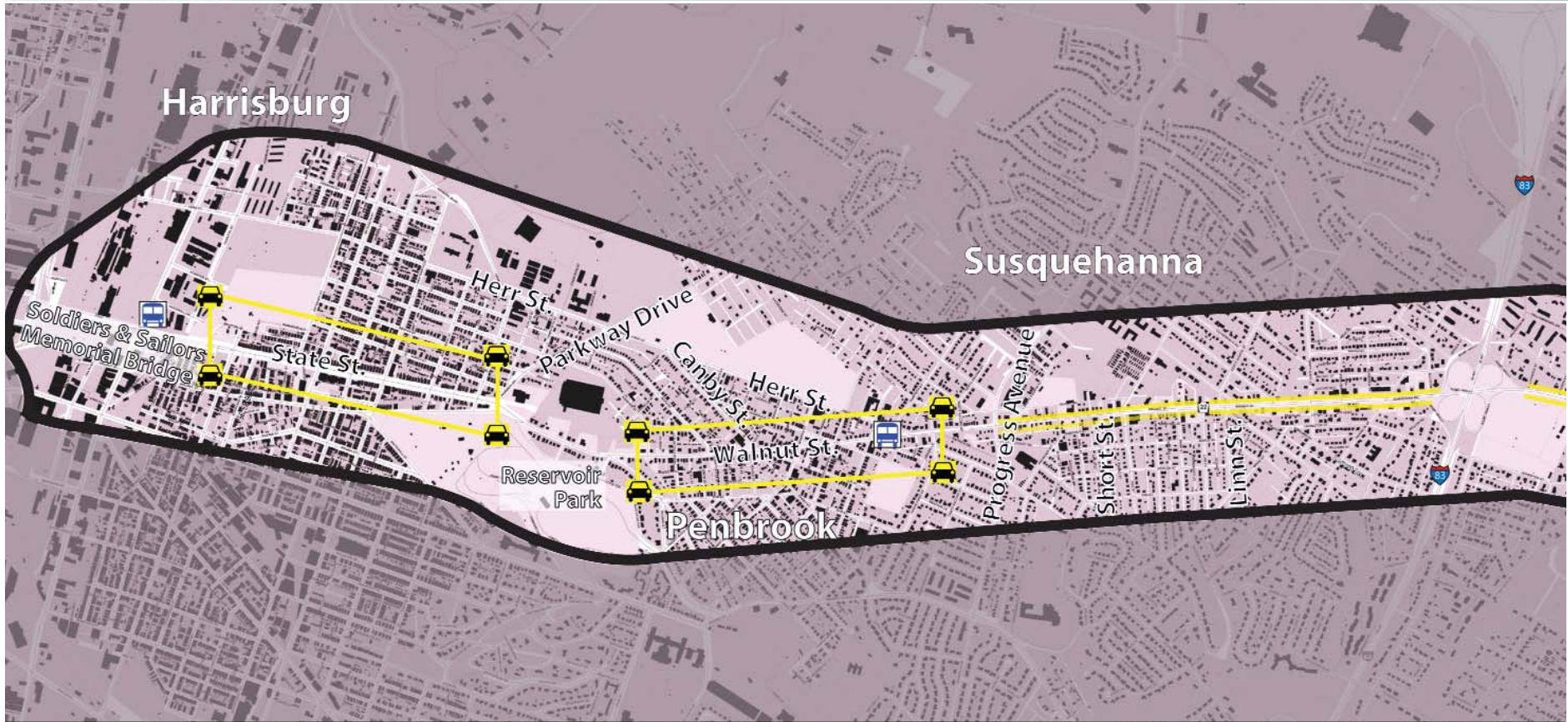






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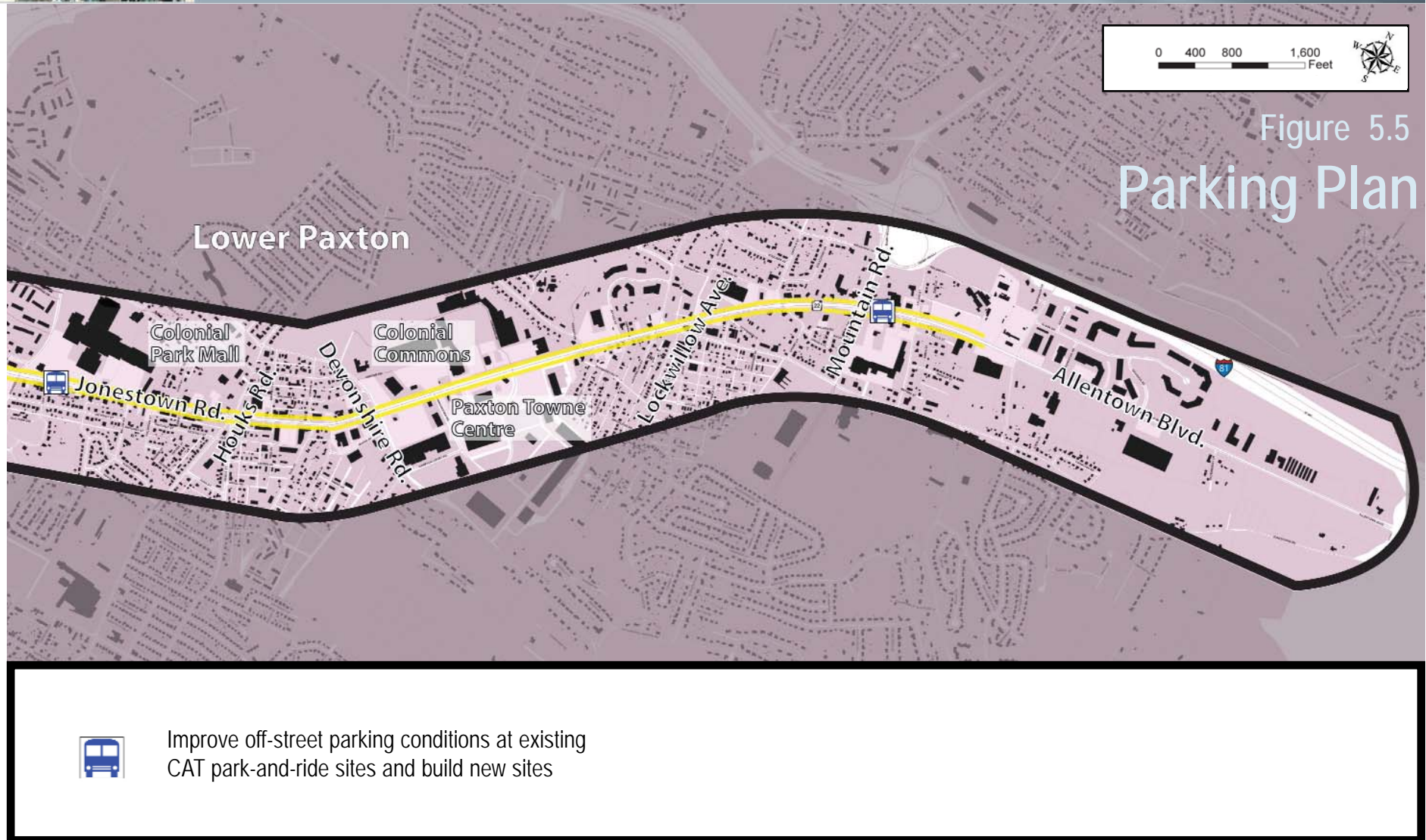
-  Provide Corridor-Wide Design Guidelines, including landscape buffers for off-street parking and sign standards
-  On-street parking with bulb-outs





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## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY



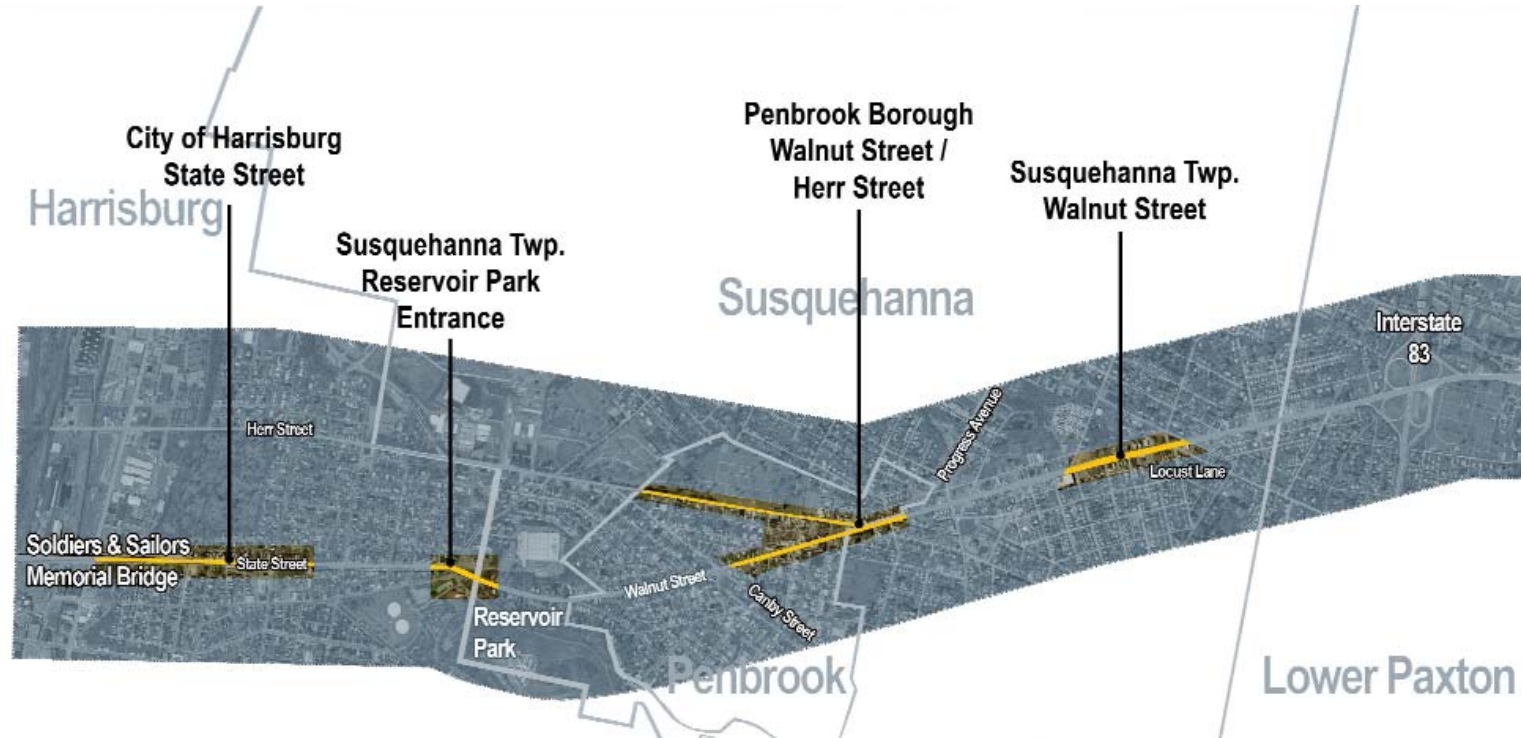


# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### PRIORITY AREA RECOMMENDATIONS

Six priority areas have been identified along the corridor (Figure 5.6), reflecting key parts of the study area for development and redevelopment initiatives. Streetscape, land use, market, and transportation improvements at these locations can provide immediate economic, mobility, and quality-of-life benefits to the respective communities and act as a catalyst for further public and private investment along the corridor. The six priority areas are as follows:



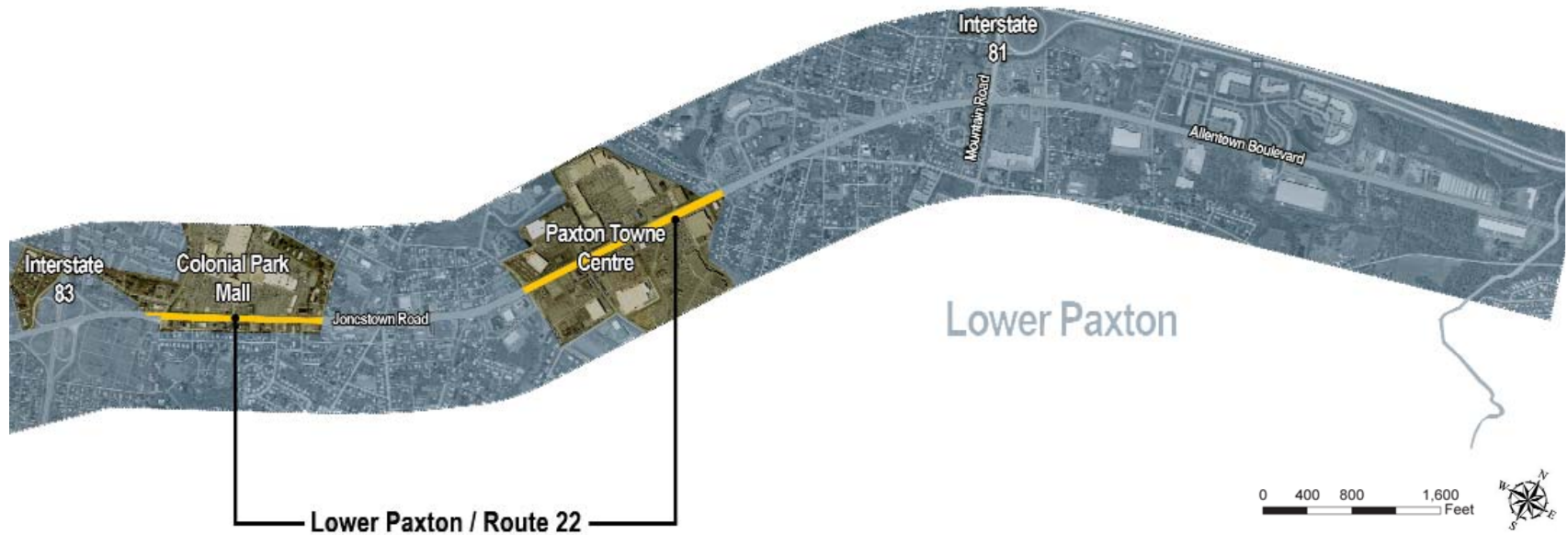




# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

1. State Street (City of Harrisburg)
2. Reservoir Park Frontage (City of Harrisburg)
3. Walnut/Herr Streets (Penbrook Borough)
4. Walnut Street (Susquehanna Township)
5. Jonestown Road at Colonial Park Mall (Lower Paxton Township)
6. Jonestown Road at Paxton Towne Centre (Lower Paxton Township)



**Figure 5.6**



# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### State Street Priority Area City of Harrisburg

Soldiers & Sailors  
Memorial Bridge

State Street

Positioned with the Soldiers and Sailors Memorial Bridge to the west and 17th Street to the east, State Street has the strongest residential character of the corridor. Dwellings range from single-family detached to multi-family, and there are wide sidewalks, on-street parking spaces, and views of the State Capitol.

The Walnut Street Corridor Redevelopment Planning Study recommends strengthening this area with “infill” construction comprised of medium-density residential dwellings and mixed-use buildings that have locally-oriented commercial space on ground floors and residential uses above. Over the longer term, designated transit/bicycle lanes can be installed within the existing cartway of State Street.

### Streetscape

Existing sidewalks, tree canopies, and lighting play an important role in creating a favorable atmosphere along State Street. Installation of additional streetscape elements, including benches, planters, trash receptacles, and bicycle racks are recommended, along with additional wayfinding signs for both pedestrians and motorists.

The traditional siting and building orientation toward State Street should be followed in any new construction and on-street parking should be retained.

Curbs along both sides of the street are frequently in poor condition; these should be repaired.



Interpretive sign outside Lincoln School provides historical information.



Maintenance of sidewalks and landscaping should be high priority.



Preservation of a consistent tree canopy is important for this area.

### State Street Priority Area

#### Land Use and Market

Vacant parcels northwest of the corner of State and 13th Streets should be redeveloped with mixed-use, medium-density residential development.

Mixed-use infill development for all four continuous vacant lots at the southwest corner of State and 13th Streets is also recommended and, at State and 16th Streets, the vacant property near the southwest corner should be redeveloped. A similar approach for the southwest corner of this intersection is also recommended. Both parcels at the southwest corner of State and Linn Streets should be developed in this manner.

In each case, neighborhood-oriented commercial uses such as a grocer are appropriate, especially for ground-floor levels, with multi-family housing and/or office commercial uses for levels above.

In addition, Royal Terrace and Sunshine Parks should be improved to provide additional active recreational opportunities including playground areas, open field space, and improved landscaping.



Royal Terrace playground

#### Transportation

The addition of a designated transit/ bicycle lane in each direction within the existing State Street cartway is recommended (Figures 5.7 and 5.8). These lanes should operate near the intersection corner of 13th and State Streets to the west, as well as at or near the Reservoir Park entrance to the east. A signal prioritization system for transit vehicles is also recommended.

Pedestrian safety across the Soldiers and Sailors Memorial Bridge during the winter season is a current concern. A winter maintenance protocol that includes snow clearing and salting is essential and should be developed by PennDOT in consultation with the City of Harrisburg.



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## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### State Street Priority Area

#### Intersection Recommendations

An additional southbound right-turn lane for Parkway/Civil War Museum Drive at the intersection of State/Walnut Street is recommended.

In addition to this specific intersection change, coordination of traffic signals all along the corridor is desirable.

#### Cartway Recommendations

In general, the generous width of the State Street cartway can accommodate various changes proposed to occur over the long term. These include the addition of a transit/bicycle lane in each direction (peak-hour transit-use and non-peak exclusive bicycle use).

With respect to Parkway Drive, over the long term, its cartway should be increased to forty-four (44) feet, north of State Street.

#### **CURRENT**



#### **AFTER long-term improvements (artist's rendering)**



**13th & State Streets, Harrisburg**

**Figure 5.7**

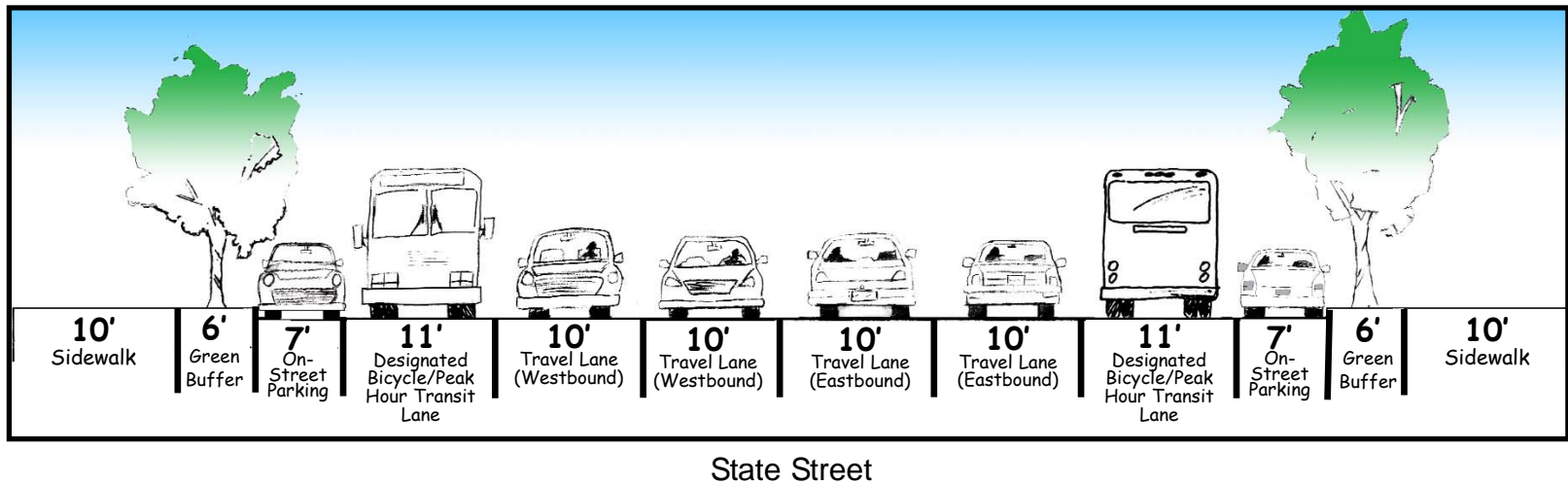


# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

**Figure 5.8**  
**State Street, Harrisburg.**  
**Recommended Cross-Section.**

Long-term improvements would include the addition of designated bicycle/peak hour transit lanes.



# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Reservoir Park Entrance Priority Area City of Harrisburg & Township of Susquehanna



**R**eservoir Park has its principal entrance from the corridor, on the boundary of the City of Harrisburg and Susquehanna Township. This is a physically prominent location along the corridor, where Walnut Street transitions to State Street.

The park itself is an important local open space feature, with support for civic events provided by the bandshell and the Park Mansion. The park also contains the National Civil War Museum, potentially a strong tourist draw to the area.

#### Streetscape

**A**s the park is an important local destination, the frontage of Reservoir Park should provide optimal conditions for pedestrians. Conceptionally, an extension to the strong pedestrian environment of State Street should be made over to the frontage of the park. A network of side-walks and crosswalks should be completed with generous widths and landscaped buffers consistent with the boulevard appearance of State Street. Traffic calming is important here to reinforce the pedestrian-oriented atmosphere.

The park may be considered the “eastern gateway” for the State Capitol, and attention should be placed on both transit-oriented furnishings and street trees. Emphasis on effective way-finding measures for both pedestrians and motorists less familiar with the immediate environment is also important.

#### Land Use & Market

**T**o the northeast of the Parkway Drive and State Street intersection is the State Surplus site. One of the largest-sized properties in the western third of the corridor, this is a significant setting. The location has potential for redevelopment with a multi-story structure with medium-density residential use on upper levels and dining and family entertainment use on lower levels. Such uses can advance a synergy between Reservoir Park and the Walnut Street Corridor, increasing patronage and activity for both the Reservoir Park area as well as other parts of the corridor.



The State Surplus Site possesses the largest building footprint in the entire western third of the corridor.



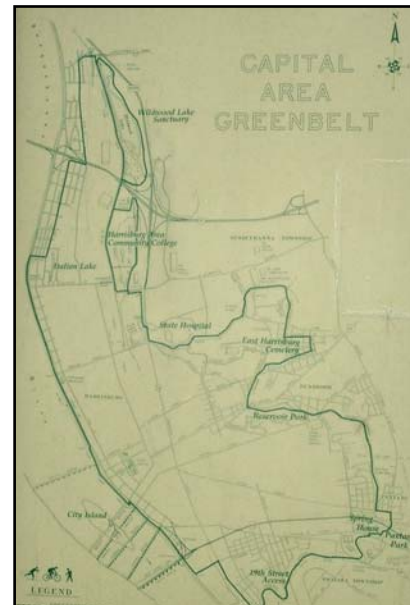
### Reservoir Park Entrance Priority Area

#### Transportation

As State Street transitions to Walnut Street, cartway widths should remain as they are. However, the future State Street designated eastbound transit/bicycle lane should merge into a eastbound Walnut Street lane near the Reservoir Park entrance.

A designated westbound transit/bicycle lane, emerging from Herr Street, should connect to State Street through a reconfigured Parkway Drive. The recommended Parkway Drive cross-section should be forty-four (44) feet and should accommodate a designated southbound transit/bicycle lane with an additional travel lane for non-transit vehicular use.

Other changes to this area should include improvements to the Capital Area Greenbelt pathway between Reservoir Park and the East Harrisburg Cemetery.



Capital Area Greenbelt map links Reservoir Park, Parkway Drive, and portions of the East Harrisburg Cemetery.

Pedestrian access to Reservoir Park from both adjacent neighborhoods as well as the corridor should be re-examined for its adequacy. The integration of park sidewalks and pathways with the Walnut Street Corridor pedestrian system is strongly encouraged.



Currently, there is only limited access to Reservoir Park from localities other than the front entrance.



# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Walnut/Herr Streets Priority Area Borough of Penbrook



Walnut Street between Hoffer Lane and 31st Street is Penbrook's main business street. As the spine of its central business district, Penbrook is dependent on this part of the corridor for its economic life, but in its present circumstances there is inadequate support for stopping, parking, and walking -- essential components for a successful shopping district.

With some alterations to the right-of-way (but no change to its overall width), a supportive streetscape for "main street" commerce could be created here.

Herr Street is bounded by the East Harrisburg Cemetery along most of the north side of the two-lane arterial road,

with its south side primarily consisting of single-family detached dwellings and some non-residential uses. The designated Priority Area is from 30th Street in the east to Parkway Drive on the west.

Herr Street is parallel to Walnut Street and relatively close to it. Herr Street can function in a complementary manner to Walnut Street, in a pairing mode for vehicular movement and as a residential component matched with Walnut Street's more mixed-use and commercial character.

### Walnut Street Streetscape

Long term, this priority area should include sidewalks along both sides of Walnut Street with widths no less than six (6) feet. An additional four (4) foot buffer between sidewalks and the cartway is recommended, as is a consistent tree canopy. Street furnishings, including pedestrian-scaled light fixtures as well as trash receptacles, benches, and bicycle racks, are encouraged to support pedestrian activity.

Long term, on-street parking should be made permanent for both sides of the street, with bulb-outs or curb extensions near intersections, allowing for safer pedestrian conditions for crossing Walnut Street.

Improved sign standards and design guidelines for façades should be enacted. Ambient street lighting should be provided through pedestrian-scaled light fixtures. Pole height for the fixtures should be ten to fifteen feet.



Pedestrian-scaled lighting on State Street



### Walnut/Herr Streets Priority Area



In addition, consideration should be given to converting some alleys such as Ludwig Alley between 28th and 29th Streets to pedestrian-only or shared-use paths.

#### Herr Street Streetscape

A relatively ambitious set of recommendations for Herr Street would, over the long term, widen this right-of-way and support a transition of land uses on the south side of the street to more intensive residential ones. Additional right-of-way would be able to support wider sidewalks along the south side of the street. New street lighting and pedestrian- and transit-oriented furnishings such as benches, shelters, and trash receptacles would be consistent with the enhanced role for Herr Street.

Opportunities to use transit should be supported by the pedestrian-friendly setting. Sidewalks should be at a minimum width of five (5) feet with no less than two (2) feet of a landscaped buffer next to the cartway.

Opportunities for the removal of above-ground utilities could occur in conjunction with proposed road widening work.



View of East Harrisburg Cemetery from Herr Street.

# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Walnut/Herr Streets Priority Area

#### Walnut Street Land Use & Market

New development should include multi-story, mixed-use structures, with retail commercial and/or office commercial space on ground floors. Upper floors should include medium-density, multi-family residential use and/or office commercial space.

Parcels should be assembled for mixed-use redevelopment at the following identified areas:



A strong market potential may exist for the area near Canby and Walnut Streets for a Bed and Breakfast district.

- Southeast corner of Hoffer and Walnut Streets;
- Southeast corner of Hoffer Lane and Walnut Street;
- North side of Walnut Street between 23rd Street and Hoffer Lane;
- North side of Walnut Street between Forster and 24th Street.
- Northwest corner of Canby Street, and both northeast and southeast corners of 29th Street;
- Southeast corner of 29th and Walnut Streets;
- Southeast corner of Penbrook Avenue and Walnut Street.
- Between 27th Street, Penbrook Avenue, 28th Street, and Walnut Street.
- Between Brooks Alley and 29th Street, along Walnut Street.
- Between Herr Street and Penbrook Avenue, along the east side of 27th Street.
- Northeast corner of 28th and Walnut Streets.
- Along Penbrook Avenue, between 29th Street and Brooks Alley.
- Between Penbrook Avenue and Walnut Street at 29th Street.
- Between Brooks Alley, Herr Street, 29th Street and small east-west pedestrian oriented street.
- Between 29th and 30th Streets along Walnut Street.



### Walnut/Herr Streets Priority Area

#### Herr Street Land Use & Market

As Herr Street is widened, the south side of Herr Street is proposed to be redeveloped to include medium-density residential dwelling units. New housing here would bring nearby Walnut Street a captive market that is necessary for the economic vitality of Penbrook Borough. New development on Herr Street may also include mixes of neighborhood commercial uses on ground floors near intersecting streets and the inclusion of off-street parking behind structures, away from the Herr Street frontages.

Parcels should be assembled for mixed-use redevelopment at the following identified areas:

- Northeast corner of Herr and 28th Streets.
- Corner of Herr Street and Brooks Alley.
- Between Walnut and Herr Streets and 29th and 30th Streets.

### Walnut/Herr Streets Priority Area

#### Walnut/Herr Streets Transportation

The transportation changes are part of a “paired” program between Walnut and Herr Streets to enhance mobility while supporting economic development. To make this pairing work for the short term, Herr Street’s on-street parking should be replaced by an additional westbound travel lane. The three-lane Herr Street would then function as part of a pair with a proposed three-lane Walnut Street. Herr Street would carry the majority of westbound commuting traffic in the morning, while Walnut Street would carry most evening commuters eastbound (Figures 5.9 and 5.10). On-street parking would therefore be permitted

along the north side of Walnut Street but prohibited on the south side.

In the longer term, Herr Street should be widened to a fifty-five (55) foot wide cartway (all of the widening along the south side), and become a five-lane road (Figures 5.11 and 5.13).

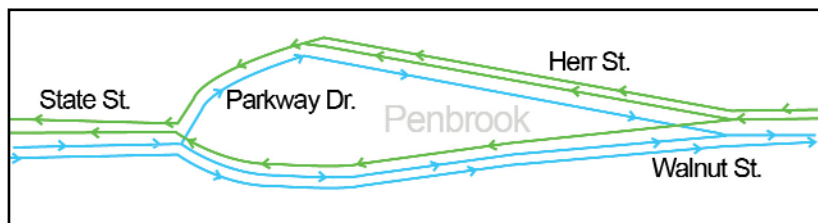
In Walnut Street’s ultimate configuration, there would be permanent on-street parking on both sides of Walnut Street and a single travel lane in each direction (Figures 5.12 and 5.14).

Over the long term, a transit lane is proposed for Herr Street (Figure 5.11). Within Penbrook, a transit facility is also recommended.

New parking policies should also be considered that meet the parking needs of business customers, merchants, employees, visitors, and residents while encouraging frequent turnover of spaces.

An annual parking survey should be conducted to provide up-to-date data on parking conditions. The inventory should provide the borough with average daily occupancy rates and average duration of parked vehicles.

Figure 5.9



#### Short-Term Vehicular Circulation Map:

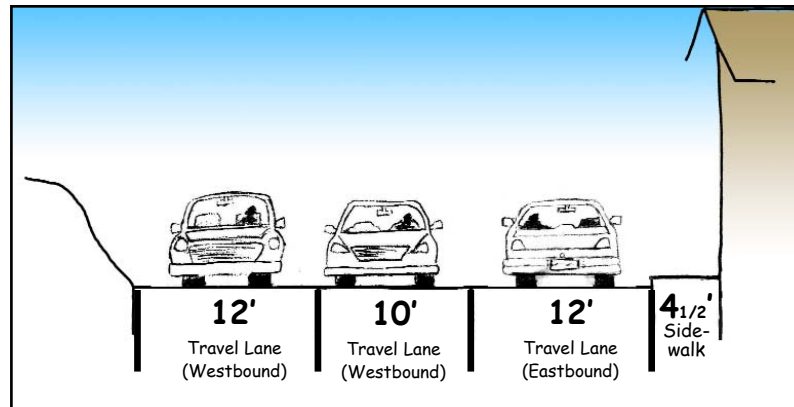
2 travel lanes westbound and one eastbound along Herr Street, 2 travel lanes eastbound and one westbound along Walnut Street



Transit facility oriented to commercial streets

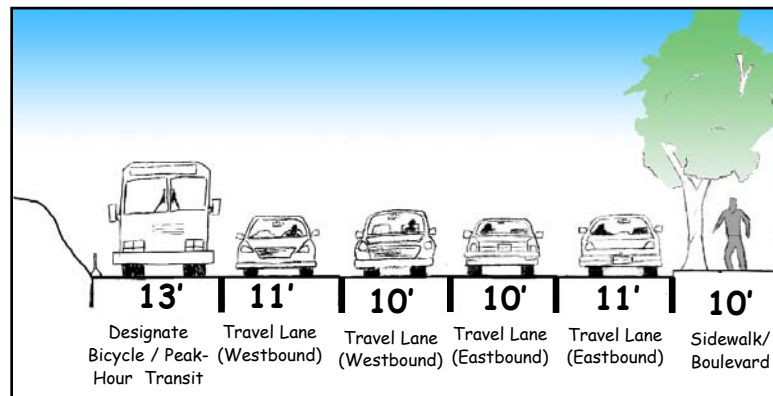


### Walnut/Herr Streets Priority Area



**Figure 5.10**  
Herr Street, Penbrook.  
Recommended Short-Term Cross-Section.

The existing cartway width is reconfigured to support two travel lanes westbound and one travel lane eastbound as a short-term mobility solution.



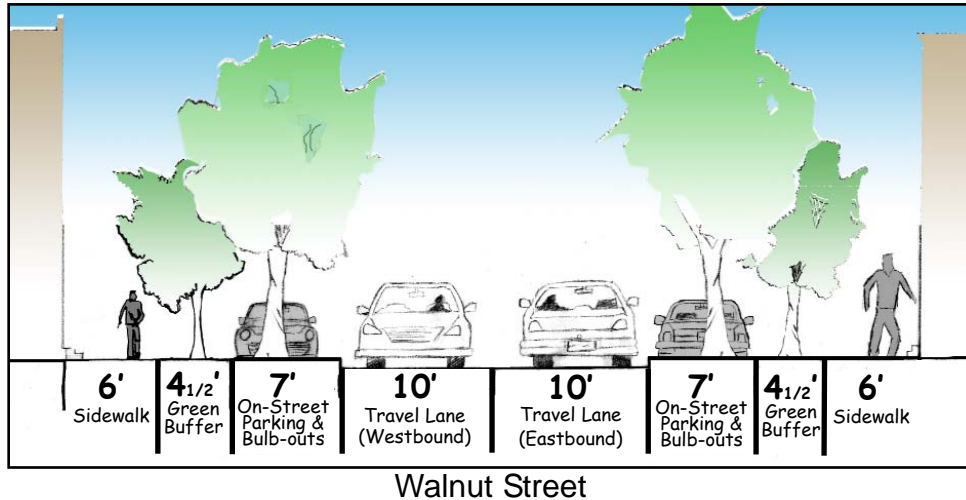
**Figure 5.11**  
Herr Street, Penbrook.  
Recommended Long-Term Cross-Section.

When Walnut Street is reconfigured to include a single travel lane in each direction, Herr Street should be widened to 2 travel lanes in each direction plus a west-bound designated transit/bicycle lane.

# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Walnut/Herr Streets Priority Area



**Figure 5.12**  
Walnut Street, Penbrook.  
Recommended Long-Term  
Cross-Section

Long-term vision is of “Main Street USA” with permanent on-street parking, bulb-outs (curb extensions), and one travel lane in each direction.



# RECOMMENDED REDEVELOPMENT PLAN

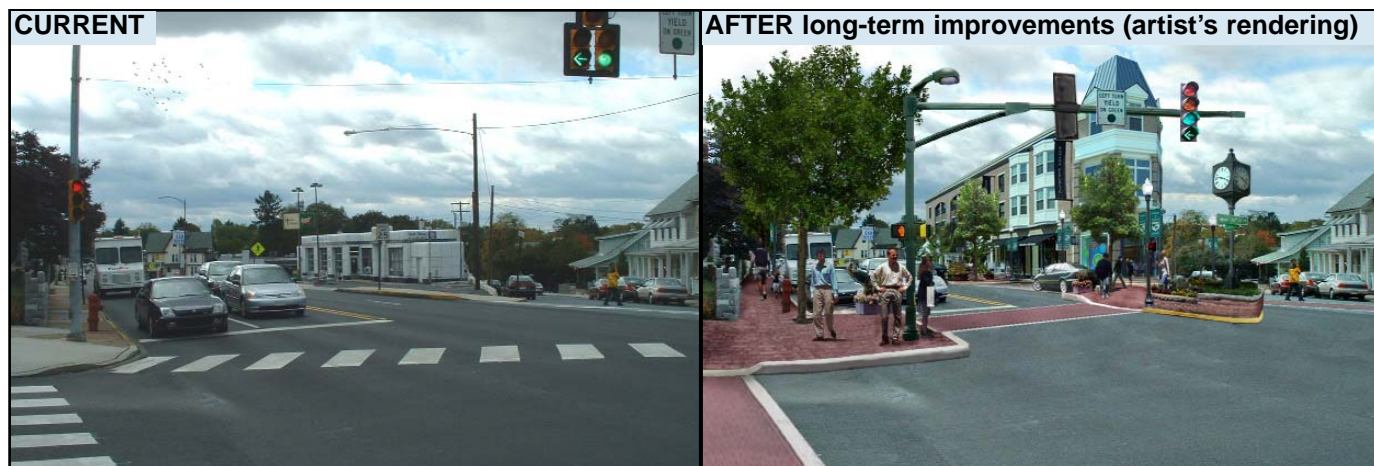
## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

Figure 5.13



28th & Herr Streets, Penbrook Borough

Figure 5.14



28th & Walnut Streets, Penbrook Borough





# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Walnut Street Susquehanna Priority Area Township of Susquehanna



**W**alnut Street in this part of Susquehanna Township forms a transition from the pre-World War II development area to the west and the post-World War II area to the east. This area has a mix of small single-family residential properties intertwined with highway commercial uses. This area is east of 34th Street and west of Locust Lane.

#### Progress Avenue Intersection Changes

*The Walnut Street Corridor Redevelopment Planning Study has been coordinated with the planning of changes to the Walnut Street-Progress Avenue intersection.*

Recommendations for this portion of the corridor emphasize a transition to a multi-modal corridor, with improved design standards to reconcile the differences in character between the western portion and the eastern.

### Streetscape

**T**o the east of Progress Avenue, a variety of large-scale improvements should be considered for Walnut Street in Susquehanna Township. Long term, a wider cartway, including a landscaped center median/turning lane, is proposed. The wider cartway will allow room for designated transit/bicycle lanes in each direction.

Recommendations also include emphasis on a complete network of sidewalks along both sides of the street. Sidewalks should be a minimum of six (6) feet in width and there should be at least four (4) feet of landscaping between the sidewalk and the cartway. Consistent tree canopies and other street furnishings between the pavement and the roadway should be included along these green verges.

Included with future roadway widenings should be the removal of above-ground utilities, creating an open, uncluttered streetscape for pedestrians and motorists.

In their place should be new roadway lighting, including poles and fixtures oriented to traffic and those oriented to pedestrians.

Buildings should be sited up to a newly-established right-of-way line, with business access from fronting sidewalks. Parking lots associated with new development should be located behind buildings; existing lots should have additional frontage landscaping to reduce the visual dominance of parking along the length of the corridor.

Revised sign standards and design guidelines are also recommended, along with new wayfinding sign programs. A reduction in visual clutter, along with improved directional signage, should enhance the attractiveness of the corridor and the experience of traveling along it.

### Walnut Street Susquehanna Priority Area

#### Land Use & Market

The cartway widening should occur along the north side of Walnut Street in Susquehanna Township (east of Progress Avenue). As this widening occurs, substantial redevelopment can take place along the corridor, especially on the north side of the street.

New development should include multi-story, mixed-use structures, with retail commercial and/or office commercial space on ground floors. Upper stories should include medium-intensity, multi-family residential use and/or office commercial space.

Specific targeted retail uses should include nationwide bakery chains, restaurants, or business services with floor plans capable of being integrated with mixed-use structures.



**Jonestown Road**  
Excessive size of commercial signage is a current problem.

#### Transportation

A new eighty-one (81)-foot-wide cartway is proposed to support two (2) travel lanes in each direction and an additional thirteen (13) foot wide transit/bicycle lane in each direction (Figure 5.15). Traffic signal prioritization is also encouraged for transit vehicles.

For optimal pedestrian mobility and safety, sidewalks with a minimum width of six (6) feet for both sides of Walnut Street should be constructed and connect to neighboring areas along the corridor.

A total of a one hundred-ten-foot-wide ultimate right-of-way is recommended. A landscaped center median/turning lane is also proposed to run the length of the priority area and to the east into Lower Paxton Township.

In the short-term, sidewalks, crosswalks, and landscaping can improve the appearance and function of this part of the corridor (Figure 5.16).





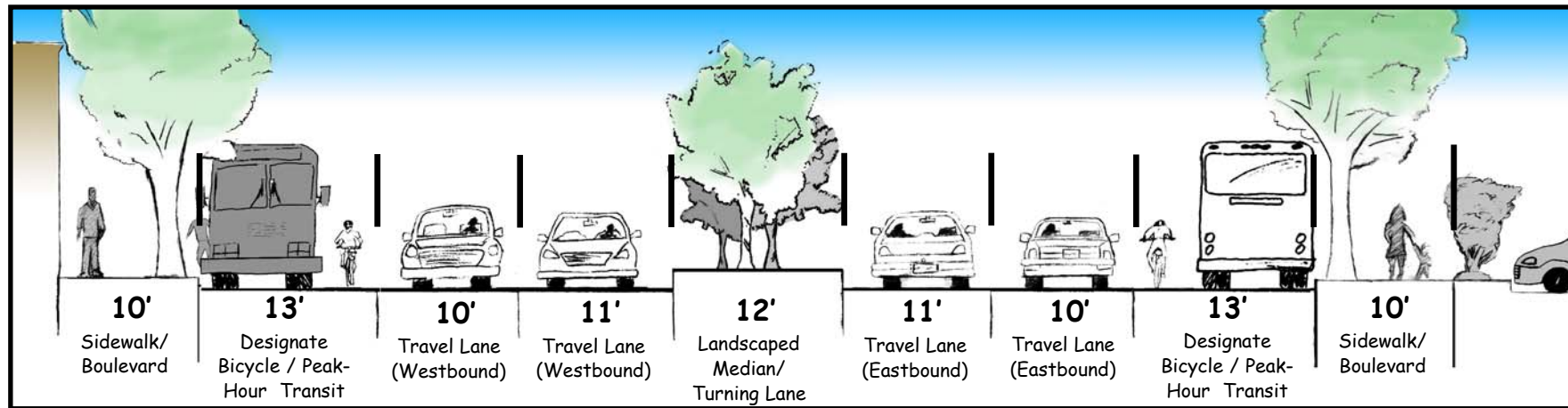
# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY



**Figure 5.15**  
**Walnut Street, Susquehanna.**  
**Recommended Long-Term Cross-Section**

Long-term vision of the corridor east of Progress Avenue and into Lower Paxton Township includes a minimum cartway width of 80 feet with 10 foot-wide sidewalks/boulevards along both sides.



Walnut Street





# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

Figure 5.16



# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Lower Paxton Route 22 Priority Areas Township of Lower Paxton



The two easternmost priority areas are somewhat similar in nature. Colonial Park Mall and Paxton Towne Centre are comprised of large building footprints with high concentrations of retail commercial use. Both priority areas are easily accessible from the region.

In the future, opportunities to balance the retail uses with residential and office uses in mixed-use configurations and improved public transportation services should be pursued.

#### Streetscape

These two easternmost priority areas already have the most generous right-of-way widths of the entire corridor. Sidewalks should be installed along both sides of the corridor since there is room now to do this. Sidewalk widths are recommended to be a minimum of six (6) feet with no less than four (4) feet of landscaping between the sidewalk and cartway. Consistent tree canopies and other street furnishings between the pavement and the roadway should be included along these green verges.

Corridor lighting that is appropriate for pedestrians as well as vehicles should be considered for these areas. Removal of above-ground utilities is also encouraged. Such efforts would help to provide an open, uncluttered streetscape for pedestrians and motorists. Revised sign standards and corridor design guidelines are also recommended.

A landscaped center median/turning lane is also proposed to run the length of the two eastern priority areas and west into Susquehanna Township. This would enhance the attractiveness of the corridor, support safe left-turn opportunities, and enable pedestrians and cyclists to cross the corridor in a safer manner than at present. The typical long-term cross-section is the same as in Susquehanna Township (See figure 5.15).



# RECOMMENDED REDEVELOPMENT PLAN

## WALNUT STREET CORRIDOR REDEVELOPMENT PLANNING STUDY

### Lower Paxton/Rt. 22 Priority Area

#### Land Use & Market

Future development should be in multi-story, mixed-use structures with retail-commercial and/or office-commercial space on ground levels, and occur on sites at the Colonial Park Mall and in the Paxton Towne Centre vicinity. These new structures should include medium-intensity, multi-family residential uses and/or office commercial space on floors above the ground level.

The opportunity to provide a balanced mix of residential, office, and retail uses will ensure a long-term “captive” market for the retail businesses, and concentrations of residential units and office activities will support transit use.

#### Transportation

A minimum of an eighty-one (81)-foot-wide cartway is proposed to support two (2) travel lanes in each direction and an additional thirteen (13) foot wide transit/bicycle lane in each direction. Traffic signal prioritization is also encouraged for transit vehicles.

An intercept park-and-ride lot/center is recommended for the area between the I-83 and Route 22 interchange at or near the Colonial Park Mall. This location should be able to have a significant role in attracting riders to board CAT transit vehicles.

New mixed-use developments may include structured parking, to be shared among the uses included in the development.

For optimal pedestrian mobility and safety, sidewalks with a minimum width of six (6) feet and a four (4) foot landscaped buffer should be constructed on both sides of the corridor. Street trees should be planted and

maintained as part of the landscaped buffer and along a network of sidewalks perpendicular to the corridor that connect to off-street parking lots and nearby neighborhoods.

A shared-use path is recommended to parallel Elmerton Avenue, adjacent to a garden apartment complex at Colonial Road and directly across from the Colonial Park Mall. This path would be able to safely move pedestrians and cyclists from the Colonial Park Mall area west across I-83 via the Elmerton Avenue overpass. Movement would then be directed back on the study corridor through a system of trail signs.



Elmerton Avenue Overpass